

Proposal

This proposal presents Corradino's approach to preparing the *Gainesville Urbanized Area Year 2025 Long-Range Plan Update And The University of Florida Comprehensive Master Plan, 2005 – 2015 Transportation Element Data and Analysis*. The proposals for these projects have been divided into their respective sections. The Corradino team is very excited about this opportunity and brings significant experience to the project. A veteran of many similar efforts, Corradino provides a fresh perspective on the development of these plans. Aside from an understanding of TEA-21 and its successor program, which will be authorized at some point during the duration of this project, Corradino is completely adept in the application of the TransCAD model, having used it regularly including transferring the Broward County Model. Corradino staff are also well versed in Efficient Transportation Decision-Making (ETDM) processes, and they have served on the ETDM development Committees.

In preparing the update, the Corradino Team will bring the 2025 Long-Range Plan Update to the citizens of the community so they can shape it. Our effort will include a "grass roots" public involvement component, including a "Rolling Bus Tour" traveling through the community to malls, employment centers, churches, etc. Corradino will make use of sophisticated and state-of-the-art GIS and graphics to develop and communicate the plan. Finally, Corradino will work closely with the MTPo and University and coordinate all work and deliverables of the 2025 Long-Range Plan Update, and University Transportation Element with the Project Managers, and Advisory Committees of each client.

2025 LONG-RANGE TRANSPORTATION PLAN UPDATE / UNIVERSITY TRANSPORTATION ELEMENT

Corradino will work with the MTPo to refine the project schedule which will allow for the completion of the plan and final adoption by December 2005. Corradino will prepare and maintain a strict adherence to all significant events spanning the entire timeframe of the project. This will include:

- Report deliverable dates
- Task/subtask initiation/completion dates
- Committee and public meetings
- Other significant milestones

Corradino guarantees the MTPo that this project will be completed within the time and budget limits specified. Corradino will meet monthly with the project team to present work completed and confirm action items for the next work period. These monthly meetings will enhance the ability to complete the project on time and within budget.

Task 1: Develop Public Involvement Plan

Purpose

This task will result in the development and implementation of a Public Involvement Plan that is consistent with the MTPo's adopted public involvement process and clearly represents all citizens including minorities, low-income communities, and other groups traditionally under-represented in the transportation planning process. The Public Involvement Plan (PIP) is key to both the integrity of the LRTP planning process and to ensuring the plan conforms to legal mandates.

Approach

The primary objectives of the Public Involvement Plan are to:

- Establish trust and credibility among all participants in the program.
- Establish an open process that is responsive to the concerns of the citizens and provides for timely involvement that influences the decision-making process.
- Develop a process that creates an understanding of the issues and provides participants the opportunity to be sufficiently prepared to react with confidence to the program deliverables.
- Assist the decision-makers in understanding the relationship of key technical issues to the community's overall concerns.

This task will involve interaction among the MTPO, Florida Department of Transportation (FDOT), the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), the Bicycle Pedestrian Advisory Committee (BPAC), the MTPO Project Management Team, and the Corradino team. All work in this task will reflect the MTPO's Public Involvement Plan. Communication approaches to be used include use of an Internet Web site and e-mail; use of a "Rolling Bus Tour," where the plan will be "taken to the citizens;" and, distributing disposable cameras to 100 participating citizens to provide a database about key issue which reflect their "prouds" and "sorries" about Gainesville's transportation system.

An outreach program will be conducted to contact the traditionally under-represented including the elderly, those with disabilities, minorities and low-income populations. This will include one-on-one contacts with the leaders and media that reach each of these special groups. Numerous presentations will be made to the public, the MTPO and its committees, and the Management Team. The Corradino Team will provide the materials sent with the notifications of the meetings and will be responsible for conducting the meetings and providing all the necessary on-site materials. Each meeting will involve a full explanation to the public of the issues involved and the work accomplished. Mailers to announce all public meetings will be sent at least 10 days in advance and to at least 5,000 addressees (homes and businesses). Additionally, key groups will be provided postage for mailers to distribute to their constituencies.

The Corradino Team will prepare all presentation materials to ensure the public will understand the purpose of each meeting. The visual aids will be designed to trigger the participant's interest in taking part in the discussions. Corradino will begin this communication effort with a review of the goals, objectives and Measures Of Effectiveness (MOEs) for the existing LRTP. Corradino will also review other plans to identify potential modifications to the current set of goals and objectives. Examples of goals could include:

- To integrate transportation and land use
- To provide a safe transportation system.
- To prevent urban sprawl
- To provide an energy efficient transportation system.
- To focus development along the Archer Road Corridor
- To provide a transportation system in harmony with the environmental and social features of the area.
- To emphasize the need to preserve and improve the efficiency of the existing transportation system.
- To implement measures that relieve financial constraints on improvements to the transportation system.

The Corradino Team will carefully review the MOEs to ensure that the required data are meaningful, measurable and available. Any changes to the MOEs will be proposed to the MTPO staff for final action.

Through presentations to the MTPO Board, the Management Team, and other interested parties, the goals, objectives and MOEs will be refined for the 2025 Plan. This information will be provided to the public through the activities identified during the first series of public workshops. These will be held at six locations with coverage of the urbanized area as well as more suburban and rural areas.

The first public meeting will occur early in the project to outline the study scope, goals, and timing. A period of each meeting will be devoted to questions and answers and the public will be asked to identify and provide information about problem areas. The latter session will also involve a “workshop” process to facilitate one-on-one discussions. Large laminated maps will be used to assist the public in posting notes at locations where they perceive there is an issue that needs to be addressed.

A second public workshop will occur after the preliminary development of the Needs Plan and the development of the refined Project Goals, Objectives and Policies. This provides the public the opportunity to be involved in the development of alternatives. The Corradino Team will present conceptual alternatives and solicit other alternatives/perspectives the public wishes to be considered.

The third and fourth public workshops will be held prior to and after the development of the Draft 2025 LRTP, respectively. The Corradino Team will lead meetings to bring the 2025LRTP to the attention of the public and to encourage feedback into the formulation of the Final 2025 LRTP. Through these workshops, the participants/CAC will be asked to prioritize the projects that they helped include in the program.

Product

Technical Report 1 will provide details of the Public Involvement Plan that will cover the materials to be used, the conceptual frameworks of the Summary Report and 2025 Plan Poster. This report will be subject to review and approval by the MTPO and Management Team. All meeting minutes, e-mails, comments from the public, and related information will be compiled in a separate appendix report as the public involvement process unfolds.

Task 2: Mapping / Data Development / Financial Resources

Purpose

The goal of this task is to adequately display the parameters of the project as well as provide input for the travel forecasting process that will support the LRTP. The work will allow for the development of future-year socioeconomic data files for the Gainesville Urbanized Area to support the District 2 “Life-Style” model. In addition, a financial resources plan will be developed to identify costs and funding opportunities for the plan.

Approach

Corradino and the MTPO staff will collect data and place them into a variety of maps including a boundary map, principal street system map, TAZ map, etc. Additionally, the consultant will review and develop input needed to support the travel forecasting model. Data will be developed for the base year and for interim years through the 2025 target year, and will include:

- Future year ZDATA
- Highway and Transit Networks
- Transit Service Information
- Traffic Counts
- Special Generator Descriptors
- School data
- External-to-external travel information
- Future transit ridership

Preliminary Financial Resources Plan

The consultant will initiate work early in the study process to develop a Preliminary Financial Resources Plan. It will begin by examining the financial resources plan from the existing LRTP. Funding sources and amounts in that plan will be updated and new sources will be considered and added, as appropriate. These resources will include federal, state and local revenues. The primary source of funding for state roads in the Gainesville Urbanized Area is through federal and state transportation-related taxes. The federal fuel excise tax, a state fuel sales tax, and a State Comprehensive Transportation (SCETS) tax represent the majority of this funding stream. There will also be revenues associated with the Florida Intrastate Highway System as well as local funding sources. Options that will be considered locally include: constitutional gas tax, county gas tax, ninth cent fuel tax, local option gas tax, ad valorem tax, and impact fees/special assessments. Spreadsheets will be prepared to facilitate the analysis of historical trends and the projection of future financial resources that will be available for transportation-related expenditures from the present through the year 2025.

Based on this information, a Preliminary Financial Resources Plan will be developed. It will be considered in the development of the Goals and Objectives as well as in developing alternative actions/strategies for the 2025 LRTP.

Financial Resources Plan

During the development of alternative transportation plans, Corradino will assist the MTPO to identify and refine the costs to implement these plans. These costs will be based on historic trends, existing factors, and FDOT's "Twenty-five Year Financial Forecast." In addition, the consultant will identify strategies for obtaining new funding that may cover shortfalls identified through the Preliminary Financial Resources Plan. This information will be correlated with this preliminary plan to identify the viability of particular transportation system alternatives.

The Financial Resources Plan produced through this task will identify: 1) projects by the years over which they will be implemented using current revenue sources; and, 2) projects that will be associated with proposed new revenue sources. The implementation schedule will reflect the Cost Feasible 2025 Long-Range Plan Update, and will clearly indicate priority funding required to operate and maintain the existing transportation system.

Product

This task will be documented partially in Technical Report 2.1. The consultant will work with the Management Team, and the MTPO Board to formally adopt the socioeconomic data as the basis for developing the 2025 LRTP.

The Financial Resources Plan will be documented in Technical Report 2.2. The preliminary plan will be delivered early in the project with the final financial resources report provided to the MTPO Board, the Management Team, and FDOT for review and approval prior to plan completion/adoption.

Task 3: Data Review and Verification

Purpose

This task is directed at a thorough review of the data collected as part of Task 2 for consistency and usability.

Approach

Base Year Zonal Data (ZDATA) Checks

Base year zonal data are already in place and have undergone extensive review. The focus here will be to check for consistency and reasonableness. The consultant/MTPO team review will cover estimates of households, persons, workers, vehicles, presence of children, and location of hotel/motel rooms. The SCHOOL file includes data on school district definitions and enrollment. ZDATA2 consists of employment data.

Because the base year is 2000, the main data source for checking ZDATA1 will be the U.S. Census, and FDOT's "Special Tabulation" of lifestyle zonal data. Data from property appraisers/assessors will be used as an additional check. Data available from the Florida Department of Business Regulation, and Chambers of Commerce will be used to check hotel/motel data.

ZDATA2 employment data will be checked against available ES-202 (Employment Security) data, USBEA, and commercial data sources such as InfoUSA.

Special generator data appears in ZDATA3. The consultant will work with the MTPO staff to identify land uses that should be special generators. While it is generally considered good practice to minimize the use of special generators, there are certain land uses where the generation of trips is not explained by the zonal data. Examples are airports, large governmental and military facilities, and certain parks. These data will be placed in ZDATA3 for use in the travel forecasting model, if it is found that they are needed. The SCHOOL data file will be checked against information available from the Alachua County School Board. This includes school locations, enrollment and district boundaries. Private school enrollment also will be checked.

ZDATA4 contains information on external travel (EETRIPS). Review of the file will include examining model(s) in adjacent areas, and the historical trends of traffic/vehicle counts at external stations.

While the Lifestyle Model contains truck trip purposes, special data are not needed to support the truck model with the exception of traffic count data needed for validation.

Future Year ZDATA Estimates

All of the data noted in the preceding section will be forecast for the 2025 horizon year, as well as interim years. Ken Kaltenbach, of Corradino developed the Simplified Land Allocation Model (SLAM) for Florida community application. It will be used here to ensure reasonableness of future year ZDATA forecasts. Other forecasting procedures, such as ULAM, are also available for this task. Some MPOs use these methods and others use manual or spreadsheet techniques to make the land use forecasts of ZDATA. The consultant will work with the MTPO to determine the best way of making the required forecasts of ZDATA and other land use files for 2015, 2020, and 2025. All of these forecasts will

make use of control totals available from BEBR. This effort will produce all the zonal data files, the school file, and the external trip estimates required to support the TransCAD model.

After the zonal data are developed, the Corradino Team will examine the forecasts for consistency from period/year to period/year. All major differences in growth patterns will be explained, or data will be adjusted.

Product

Technical Report 3 will document this task. It will summarize the review of the ZDATA, highway network, traffic counts, transit network, trip generation and distribution, and occupancy rates. It will describe the forecasting process and the consistency checks. All special adjustments will be documented.

Task4: Model Validation

Purpose

The purpose of this task is to review the travel forecasting model, and provide all future year model inputs.

Approach

Corradino will use SERPM5 to forecast future year EE and EI trip tables. The consultant also will define the trip tables needed to handle transit services. All other files needed to support the future-year application of the model will also be developed in this task.

The consultant will evaluate future-year performance of the model, and will note limitations and possible adjustments to the transportation forecasts produced by the model. This could include adjustments to the peaking assumptions of the traffic and transit assignments, as the peak period may spread in response to congestion. It will also review the approach to non-motorized travel forecasting. Good planning practice recognizes that the model is only one input to the process of forecasting future year traffic volumes. Corradino will provide suggestions on the interpretation of the future year model assignments.

Over the past two years, the Florida travel demand modeling community, through the Model Task Force (MTF), has conducted a review of its modeling software. This effort has been underwritten by the Florida Department of Transportation. Ken Kaltenbach, of Corradino, has played an integral role in this effort, first serving on the Blue Ribbon Panel to consider modeling and software needs, and then providing staff service to the MTF to evaluate the software and make recommendations. In May of 2003, the MTF (consultants are not voting members) decided to adopt TransCAD as the new Florida Standard Urban Transportation Modeling Structure, replacing TranPlan. Corradino has five TransCAD licenses, and is expert in developing and using TransCAD models. This experience is the result of work conducted in places in Florida and outside, such as the City of Indianapolis, Michigan (MDOT statewide model and Ann Arbor model), and Kentucky (Ashland). Through these efforts, Corradino has become proficient in the development of modeling applications using TransCAD's GISDK scripting language. Furthermore, as part of the MTF activities, and ongoing work for FDOT in District 4, Corradino has conducted work to move the Broward and Palm Beach FSUTMS models from TranPlan to TransCAD. For the FDOT Central Office, Corradino has developed a prototype statewide model in TransCAD. Corradino is well prepared to perform the Gainesville urban area modeling in TransCAD or convert it if need be.

Corradino's staff is expert in developing, calibrating and using travel-forecasting models for transportation studies and major transportation investment projects. Corradino continues to break new ground in model development through its work with the Florida Department of Transportation's District 4 and Central offices, and elsewhere. This includes developing the code for Florida's statewide intermodal freight trip generation and mode choice models, as well as TranPlan scripts to apply to the entire model stream. Corradino is developing a state-of-the-art commodity flow model for Michigan. Corradino is also experienced in developing ridership for major transit projects (e.g., Los Angeles, South Florida, Montgomery County, Md., Louisville, Ky., and others) and in forecasting non-motorized travel demand.

Product

This task will be documented in Technical Report 4. It will cover, in detail, the review, development and validation of the travel forecasting model, which will give attention to all modes, including highway, transit, non-motorized and truck/freight movement.

Task 5: 2030 Needs Plan Analysis and Development / Cost Feasible Plan

Purpose

This task will develop a 2025 Needs Plan and Cost Feasible Plan. The 2025 Needs Plan will define the transportation deficiencies that "need" to be, and can be, corrected in the 2025 LRTP. Coordination with all local jurisdictions will be stressed during this task. In addition, the purpose of this task is to develop three Alternative Cost Feasible Plan Scenarios that will establish the basis for identifying a final 2025 Cost Feasible Plan.

The plan will be multi-modal and will address all motorized and non-motorized travel modes, including walking, bicycling, transit, auto and truck movements and the activities at special generators including the airport and seaport. Also included will be the use of ITS and services to the transportation disadvantaged.

Approach

Development of a Preliminary Needs Plan

The Preliminary Needs Plan will be developed by analyzing the 2025 socioeconomic data (ZDATA 1 and 2) over the 2009 E+C Network identifying facilities with a volume/capacity (v/c) ratio of 0.90 or greater. Essentially, this will identify roadways with capacity deficiencies sufficient to warrant investment through 2025. The consultant will use NCHRP-255 to smooth and adjust the travel demand outputs during the analysis.

Development of a Constrained Needs Plan

Because of a variety of reasons, some roads will not be able to be improved. These reasons include severe community impact, expense of development due to geography or existing development, regulatory constraints (the road is as wide as permitted), and environmental impacts. These facilities will be included in a Constrained Needs Plan and eliminated from the Needs Plan.

Development of the Adopted 2025 Needs Plan

The draft 2025 Needs Plan will be developed following the consideration of the Constrained Needs Plan. The draft 2025 Needs Plan will be presented to the Management Team, and the MTPO Board for review and approval. A key in developing this plan will be ensuring non-highway modes are fully considered so the use of/diversion to the non-motorized system(s) facilitate and accurate portrayal of highway needs.

The consultant will use evaluation criteria established earlier as a basis for ranking projects to be considered in the Cost Feasible Plan. This process, which essentially involves prioritizing the projects in the draft (and adopted) 2025 Needs Plan, will include applying techniques such as “Ranker, Rater, Valuer”, a project ranking program successfully used by Corradino on other LRTP projects. Based on this process, the consultant, in cooperation with public involvement, will develop three Alternative Cost Feasible Plan Scenarios. These scenarios will be based on prior input received from the public, local governments, and agencies and will represent three unique proposals to address roadway maintenance and capacity needs over the next 20+ years. The project rankings discussed above will be distributed to the Management Team for review.

Product

The work in this task will be documented in Technical Report 5: Preliminary Needs Plan, Constrained Needs Plan, and Adopted 2025 Needs Plan. The consultant will conduct meetings with the public, the Management Team and the MTPO so that the 2025 Needs Plan is formally adopted as the basis for developing the 2025 Long-Range Plan Update.

Cost Feasible Plan Development

The 2025 Cost Feasible Plan, which is a primary component of the LRTP, will be developed as a result of the following activities and processes:

- Development of three Alternative Cost Feasible Plan Scenarios (which are cost constrained);
- Modeling of the alternatives;
- Analysis of the model run results by the consultant;
- Comparison of the scenarios with the project goals and objectives to determine how well they match and the impacts (i.e., reductions in level of service) of any projects that cannot be included because of cost;
- Analysis of the three plans;
- Presentation of the plans to the public, the Management Team, and the MTPO for review and selection by the MTPO Board of a proposed 2025 Cost Feasible Plan;
- Conduct of a financial analysis and preparation of appropriate GIS files for state review as part of the Efficient Transportation Decision Making Process (ETDM);
- Conduct of appropriate public presentations and modification of the plan based on input;
- Preparation of the final 2025 Cost Feasible Plan for the final public hearing and MTPO adoption.

The interim year plans will allow the cost-feasible improvements to be staged with the availability of funding. The interim plans will also support the air quality analysis.

The Consultant will utilize the 2025 Cost Feasible Plan, socio economic data for 2015 and 2025, and the updated costs and revenues to prepare the interim plans for those, and other years as deemed appropriate.

Product

The products of this task will be Technical Report 6, titled Adopted 2025 Cost Feasible Plan and Technical Report 7, that documents the development of the Cost Feasible Plan.

Task 6: Technical Reports and Memorandems

Purpose

The purpose of this task is to specify the delivery of all reports. In addition to the documents specified above, a Final Report, Summary Report, and 2025 Plan Poster will be delivered. The Summary will accompany the Final Report and will concisely document all of the major steps of the project. A LRTP Plan Poster will be developed as well in a highly attractive easy-to-understand format.

UNIVERSITY TRANSPORTATION ELEMENT

The work specified here in will be performed in a very similar manner as to that for the Long Range Plan. Some delivery dates and analysis points have be changed to reflect the University's Process as a 2015 Plan. To adhere to page limitations, the focus here is on Tasks 2, 5 and 6.

Task 1: Public Involvement

Accomplished through LRTP 2025 Plan Work

Task 2: Mapping / Data Development / Financial Resources

Purpose

The goal of this task is to adequately develop and display the parameters of the project as well as provide the inputs for the travel forecasting process.

Approach

Corradino will collect data independently and from the University and place into a variety of maps including a boundary map, principal street system map, TAZ map etc. In addition, the consultant will develop and review input data needed to support the travel forecasting model. These data will be developed for the 2005 base year and for the 2015 target year, and will include:

- Parking Data (intercept and turnover studies)
- Future year ZDATA
- Travel Behavior, including non-motorized activities
- Interzonal trips
- Highway and Transit Networks
- Transit Service Information
- Traffic Counts
- Projections

Financial Resources Plan

The University will project the available resources, while Corradino will examine information related to construction, operations and maintenance of projects by examining life-cycle costs of the existing and committed system for the University and its satellite properties.

Product

Technical Memorandum 1 will be produced detailing the mapping, data development and Financial Resources Plan.

Task 3: Data Review and Verification

Accomplished through LRTP 2025 Plan

Task 4: Model Validation

Accomplished through LRTP 2025 Plan

Task 5: 2015 Needs Plan Analysis and Development

Purpose

The work in this task will allow for the development of a 2015 Needs Plan as generated by the increase in student population. The 2015 Needs Plan will define the transportation deficiencies that “need” to be, and can be, corrected. The plan will be multi-modal and will address all motorized and non-motorized travel modes.

Approach

Corradino will code, edit and debug the network, as well as develop and analyze the 2005 existing-and-committed network, based on the projects listed in the TIP and the ZDATA. The Preliminary Needs Plan will be developed by applying the 2015 socioeconomic data (ZDATA 1 and 2) over the 2009 E+C Network, identifying facilities with a volume/capacity (v/c) ratio of 0.90 or greater. Essentially, this will define roadways with capacity deficiencies sufficient to warrant investment through 2015. The consultant will use NCHRP-255 to smooth and adjust the travel demand outputs during the analysis.

The 2015 needs plan will be developed utilizing roadway, non-motorized and transit information from the 2025 Long-Range Plan. Three land use scenarios will be tested. A 2015 Management Plan will be developed based on an analysis of LOS at signalized and unsignalized intersections as well as an origin and destination study. Recommendations will be made as to appropriate modifications to the roadway network, or implementation of associated alternative mode improvements.

Product

The work in this task will be documented in Technical Memorandum No. 5: 2015 Needs Plan.

Task 6: Modeling Assistance

Corradino will assist the university in the development and implementation of software that will allow the maintenance of campus transportation network and modeling data. This is perceived to be much like Corradino’s Automated Concurrency Management software developed for and being applied in Miami Beach, Hialeah and Coral Gables.

A particular emphasis here will be on the non-motorized and transit components of the transportation system. Both are handled in the modal split model. However, for transit, special care will be paid to ensuring the network is properly coded and that the parking pricing policy is accurately reflected. Likewise, changes in parking cost, headways (service frequency), the use of ITS to affect speeds, and development of special services will be among the key items to be tested in developing the future transit system.

For non-motorized activity—pedestrian and bicycle—the modal split model must be augmented by other specially-tailored techniques. That begins with recognizing that key factors affecting Pedestrian Quality/Level of Service (in order of statistical significance) are:

1. Presence of a sidewalk
2. Lateral separation of pedestrians and motorized vehicles

3. Presence of physical barriers and buffers (including parking)
4. Motorized vehicle volume
5. Motorized vehicle speed

The key factors affecting Bicycle Quality/Level of Service (in order of statistical significance) are:

1. Presence of bicycle lane or paved shoulder
2. Proximity of bicyclists to motorized vehicles
3. Motorized vehicle volume
4. Motorized vehicle speed
5. Motorized vehicle type (percent truck/commercial traffic)
6. Pavement condition
7. Percent on-street parking

In summary, the key factors for both modes are the presence of their own space, how far that space is from the traffic, and the nature of the traffic. The Bicycle and Pedestrian Quality/Level of Service score can be translated into a standard letter grading system with the same connotations as the letter grades used in schools.

Because letter-grade Level of Service assessments are typical for vehicular traffic, there may be a desire to do a direct comparison of a Vehicular Level of Service to that of Bicycle and/or Pedestrian Level of Service. However, the two evaluation systems are quite different and should not be directly compared. One illustration of the difference is that a Pedestrian Level of Service of "E" is likely the result of there not being any accommodations for a pedestrian. A Vehicular Level of Service "E" is defined as where operations are at or near capacity and are quite unstable, but there is an existing facility.

Three different combinations for accommodating both bicycles and pedestrian traffic along the road corridor will be explored using a Quality/Level of Service Analysis to determine which combination is the most beneficial for users. The three combinations of pedestrian and bike facilities to be examined are:

- Sidewalk and Shared Roadway
- Sidewalk and Bike Lane
- Shared Use Path and Shared Roadway

To evaluate these different scenarios, generalized cross sections will be prepared for each of the combinations along three different classifications of primary roadways: principal arterials, minor arterials, and urban collectors. While there are significant variances within the different road classifications, the generalized input used for each level do cover most roadway situations. The following table summarizes the generalizations of road categorization for the purposes of analysis:

Criteria	Principle Arterial	Minor Arterial	Urban Collector
ADT	30,000	20,000	10,000
Average number of lanes	4	4	2
Average posted speed	40 mph	35 mph	30 mph
Draft AASHTO sidewalk width guidelines	6' 8' preferred	6' 8' preferred	5' 6' preferred
Draft AASHTO buffer width guidelines	5' 6' preferred	5' 6' preferred	2' 4' + preferred
AASHTO bile lane width guidelines	4' 5' in heavy traffic	4' 5' in heavy traffic	4' 5' preferred
AASHTO shared outside lane width guidelines	14'-15'	14'-15'	14'-15'

It is this type of information that will be applied in updating the University of Florida Comprehensive Master Plan in the critical area of non-motorized transportation.